

STATE POLICE REPORT

Calendar Year 1957

FOR STATE HIGHWAY

Report Fiscal Year 56-57

November 12, 1957

To the Chairman and Members of the
State Highway Commission
Dover, Delaware

Gentlemen:

I respectfully submit herewith a report of the activities
of the State Police Division for the calendar year 1956.

The report includes the important items in each of the
State Police Divisions.

The excellent support and assistance rendered by the
members of the State Highway Commission is sincerely
appreciated.

Very truly yours,

COLONEL HARRY S. SHEW
Superintendent

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ADMINISTRATION AND ORGANIZATION

Adjusting the police service so as to meet the needs of the community is the real test of efficient police administration. To make this adjustment it is necessary to evaluate the police problems from time to time, to plan and to anticipate the public needs.

In line with this thinking the Delaware State Police, cognizant of the growing youth problem, created a Youth Division in 1956. The functions of the Youth Division are to work closely with all school authorities and courts and make available to all youths, training in highway safety and citizenship.

The Delaware State Police are known in police circles throughout the country as a young and vigorous Department. This is due in no small measure to the retirement plan which makes it possible for young, dynamic officers to move steadily up through the ranks with their fresh enthusiasm and new ideas. During 1956 the following officers were retired after serving 20 years: Major Frederick Lamb, Major Carl Schnetter, Staff Captain Edgar Isaacs, Captain John Conrad, Captain Walter Shaffer, Captain Russell Jones, Captain John Blizzard, Lieutenant William Horney, Lieutenant John D. Joseph, and Sergeant Joseph West. Upon the retirement of these officers the following promotions became effective: Chief Investigator William Sweeney to Captain and Executive Officer; Captain Cazenove Seitz to Major and Field Force Commander; Captain C. Preston Poore to Major and Director of Youth Division; Captain Samuel H. P. Stant, Jr. to Staff Captain in Communications Division; Chief Investigator Joshua Bennett to Captain and Director of Driver Licensing and Improvement; Lieutenant Robert Hall to Captain in Supply Division; Chief Investigator Maurice Fitzharris to Captain and Commanding Officer of Troop #1; Lieutenant Edgar Morris to Captain and Commander of Troop #5; Lieutenant Sterling E. Simonds to Captain and Director of Training; Sergeant Francis J. Callahan to Lieutenant and Assistant Commander Troop #1; Sergeant L. Clark Ellis to Lieutenant and Director of Firearms Division; Sergeant Eugene B. Ellis to Lieutenant in Driver Improvement; Sergeant Walter

Nedwick to Lieutenant as Governor's Aide; Detective Sergeant Allen J. Wentz to Lieutenant and Supervisor of Bureau of Identification; Sergeant Horace B. Wiley, Jr. to Lieutenant and Assistant Commander Troop #3; Corporal John F. Herbert, Jr. to Sergeant in Training Division; Detective Sergeant Charles E. Hughes to Chief Investigator Troop #1; Detective Sergeant Raymond T. Keelins to Chief Investigator Troop #2; Detective Sergeant George F. Schmalhofer to Chief Investigator in Criminal Division, Headquarters. In addition to the above there were five promotions from Corporal to Traffic Sergeant; one promotion from Detective to Detective Sergeant; twelve promotions from Trooper First Class to Corporal; one promotion from Trooper First Class to Detective and 19 promotions from Trooper to Trooper First Class, making a total of 57 promotions.

The uniform of the Delaware State Police was revised in order that it might be more distinctive and also more comfortable during the mid-summer months. The uniform patch was changed from the gold diamond which was worn on both shoulders to a patch depicting the Delaware Great Seal of the Coat of Arms which is worn only on the left shoulder. The felt Stetson hat was replaced by a straw hat and shirts were worn open at the neck without ties.

In recognition of the continuing emphasis on traffic safety within the Delaware State Police, Delaware was the only State in the East and one of four in the nation to win the outstanding achievement award in traffic supervision given by the International Association of Chiefs of Police. This award was based on performance evaluations of 90% or higher for States as rated in the police traffic supervision section of the annual inventory of traffic safety activities. In addition to this the President's Committee for Traffic Safety awarded a certificate of service in recognition of community service in furthering the cause of safety on the streets and highways in Delaware especially during S-D Day Safe-Driving Campaign.

The polygraph or "Lie Detector" was first used by this Department in 1951. Since that time the results from the use of this machine have been of such great assistance in the solution of crimes that many police agencies both from within and outside of Delaware have asked our Department to run tests for them. In order to alleviate part of the work load at Headquarters and to make these tests more available to the downstate Troops, an additional polygraph was purchased and put into operation at Troop #3, Dover.

No police department can retain its position as a successful law enforcement agency unless it is constantly striving to improve its service to the public and is willing to adopt the newest techniques and equipment toward this end. The year 1956 saw the Delaware State Police making extensive use of aircraft in searches for victims of drowning and for traffic direction and surveys. During the peak traffic periods of holidays, a plane patrolled the main highways spotting traffic tie-ups and directing officers to congested areas. An observer in the plane took both still photographs and movies which were later studied by the State Police and the Highway Department engineers for possible answers to some of the traffic problems.

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TRAFFIC BUREAU

In an article in the New York Times on January 23, 1952 it was stated that the residents of New York City in the early nineteen hundreds complained about the noise of the horses' hooves and the congestion on downtown streets by horses and wagons.

The people of that day were looking forward to the time when this unnecessary noise would be replaced by the rubber tired, quiet running horseless buggy. At that time the average speed per vehicle on the downtown streets was estimated to be approximately eleven (11) miles per hour.

Little did they, who wished for the horseless buggy, know that with the blessing of the motor vehicle also came many problems. As progress continued to march, the horse and buggy became a thing of the past. The noise of the horses' hooves was replaced by the unnecessary blowing of horns by irritable drivers who were tied up in a line of traffic, that moved not at eleven (11) miles per hour on the downtown streets as was the case 50 years before, but at a speed of approximately six (6) miles per hour. This was one the the first changes in attitudes toward our traffic problem.

Congestion became an immediate and important phase of police duty, and today is one of the two important duties of a traffic officer. It became a vicious circle, in that as the highways became more cluttered with motor vehicles, additional traffic lights were installed to stop traffic for cross street traffic and pedestrian protection. Each new traffic light only added to the motorists attitude that he was being unfairly held up.

It was the fact that a motor vehicle does not think and that sometimes neither does the driver, that presented the traffic officer with his second duty; to prevent accidents.

Over the last thirty (30) years this country has watched collisions occur with an increasing number of persons being killed and injured.

The average citizen has stood by and placed the re-

sponsibility on the shoulders of the traffic officer to halt this wanton waste of human life and property.

Too often many of these persons fail to realize that the police are only a spoke in the wheel of safe transportation and to ever reduce the number of motor vehicle collisions to a great degree it will require the efforts of everyone: the police, engineers, courts, legislature, safety agencies, motor vehicle manufacturers, driver license officers and many others, particularly the drivers and pedestrians who for some reason believe an accident can not happen to them.

The State of Delaware is making strides in this direction, and is accomplishing a reduction in the accidents on our highways. Much of this reduction has been accomplished because of the strict enforcement with the subsequent loss of driver's license as carried on by the police in Delaware.

A much greater reduction will follow when all persons put their shoulders to the wheel of safe transportation. Some of the immediate needs are:

1. **Limited access highways.** There are no statistics available to show how many drivers were held up in traffic and then got in an accident on an open highway because they were in a hurry, but I believe this attitude accounts for quite a few accidents.

2. **Additional laws:** Needed is a law to give the State the right to appeal an unfavorable opinion to a higher court. Police officers have watched cases blow up because a judge of a lower court would rule against evidence that has been held admissible by higher courts even as high as the Supreme Court of the United States, and were unable to do anything about it.

Another law needed is to give police officers the right to make an arrest at an accident for a misdemeanor not committed in his presence, but where evidence indicates that are reasonable grounds that a violation has been committed and the person arrested was the one who committed it.

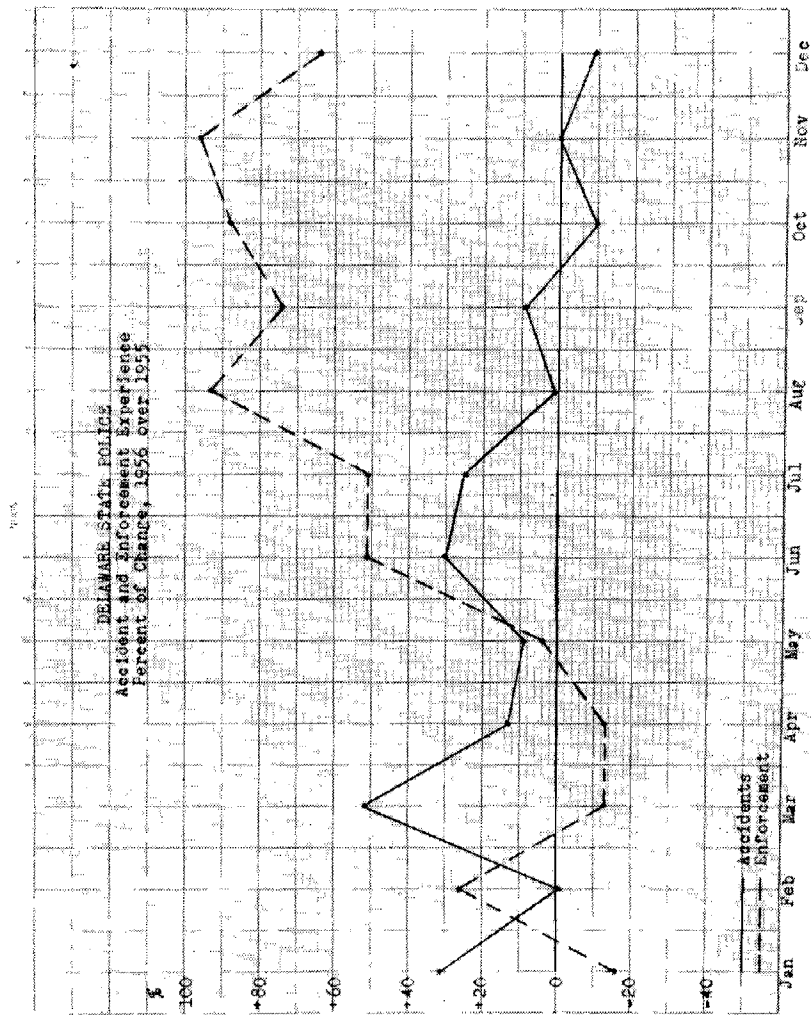
The purpose of traffic law enforcement is to reduce accidents, and if we arrest people who commit violations without having an accident, then it stands we should arrest those who commit a violation and cause an accident. Too often a driver who has committed a violation and causes an accident is able to avoid paying his penalty due to such

technicalities. While there are many things yet to be done, the Traffic Bureau is proud of the traffic record of the Delaware State Police. During the last six (6) months of 1956, both accidents and fatalities were reduced.

The International Association of Chiefs of Police announced that the Delaware State Police had received their outstanding Achievement Award for the year 1955, an award that was voted to only three (3) States in the United States.

The National Safety Council gave recognition to summaries on the drinking driver in fatal accidents in Delaware by devoting one half page to this subject in their International publication "Accident Facts." This same summary was cited before the Colorado Legislature to show that the drinking driver is a larger problem than national statistics indicate. A comparison of Insurance premiums indicate that accident losses are less in Delaware than in surrounding States.

While we are happy about our accomplishments in the traffic field, we will never be satisfied until we can say: "Delaware Highways are the safest in the nation."



Relationship Between Accident and Enforcement Experience.

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TRAFFIC LAW ENFORCEMENT

When increased enforcement is directed toward those violations which are the predominant causes of accidents, accidents are reduced. This principle, one of the elements of selective enforcement, has been proven time and again throughout the country. We in Delaware also obtained similar results in the latter part of 1956, as pointed out in our report entitled "Motor Vehicle Traffic Accidents."

In June we organized and assigned radar teams in each of the counties. Their primary function was to contact speed, which is one of the predominant factors in accidents. In addition, they were also instructed to seek out the drinking drivers, particularly on the weekends. These teams were to augment the efforts of our regular patrol personnel who, likewise, had been trained and acquainted with the causes of accidents.

Enforcement for these two violations throughout the year resulted in 535 arrests for Operating While Under the Influence, an increase of 44% over 1955, and speed arrests totaled 12,135, an increase of 48% over 1955. Of the total speed arrests, approximately 50%, or 6042, were made through the use of radar.

In addition to these two violations the troopers also made 6611 other arrests for hazardous moving or accident causing violations as well as 692 arrests for pedestrian violations. These arrests resulted in a 98% conviction rate, which was 1% higher than reported in 1955. Arrests for such violations as license, registration, equipment, etc., numbered 2975, resulting in a grand total for all traffic arrests of 22,948, an increase of 39% over 1955.

In those cases where the violation was not a flagrant one or in which there were only minor equipment defects, the Troopers issued written reprimands to the drivers. There were 127,224 such warnings issued during the year and 4,012 pedestrian warnings issued for minor infractions of pedestrian regulations.

A list of the offenses and the number of arrests for such is attached hereto.

**ARRESTS MADE FOR DANGEROUS
MOVING VIOLATIONS**

Operating Under the Influence	535
Speed Violations	12,135
Right-of-Way	244
Wrong Side of Road	356
Reckless Driving	1,146
Improper Passing	1,093
Failure to Signal	113
Disregarded Stop Sign or Signal	1,557
Passed Stopped School Bus	15
Improper Turning	281
Assault and Battery by Motor Vehicle	23
Manslaughter	18
Miscellaneous Dangerous Moving Violations	102
Following Too Close	246

ARRESTS MADE FOR EQUIPMENT VIOLATIONS

Light Violations	67
Brake Violations	310
Flare Violations	84
Other Equipment Violations	390

ARRESTS MADE FOR PEDESTRIAN VIOLATIONS

Pedestrian Intoxications	556
Other Pedestrian Violations	136

**ARRESTS MADE FOR LICENSES
AND REGISTRATIONS**

Driver License Violations	1,644
Registration and Title Violations	375
Operating During Period of Suspension or Revocation	207

**ARRESTS MADE FOR MISCELLANEOUS
VIOLATIONS**

Parking Violations	458
Oversize and Overweight Violations	133
Leaving Scene and Failure to Report Accident	362
Operating Motor Vehicle Without Consent	11
Other	335

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MOTOR VEHICLE TRAFFIC ACCIDENTS

Accidents in 1956, outside the City of Wilmington, numbered 6,323 as compared to 5,712 in 1955. Seventy-five (75) of these accidents resulted in the death of 83 persons, a reduction of 20% over the previous year. This decrease represents 23 persons and is in sharp contrast to the national all-time high of 40,000 lives lost. Although our fatalities were down, the number of persons injured increased from 1,818 to 1,919 or 10%.

In order to curtail this upward trend of accidents certain enforcement action was begun in June, (this action is explained in the report, "Traffic Law Enforcement"). As a result, beginning in August, the first benefits of the enforcement activity became apparent. For the five month period, August to December inclusive, 1956 over 1955, we realized a 23% reduction in all accidents; a 20.5% reduction in fatal accidents; a 24.5% reduction in fatalities, and a 2.8% reduction in the number of persons injured. This saving in lives, injuries and in the economic loss certainly justifies the enforcement activity.

It was found that the drinking driver is still a predominant cause of fatal accidents. This violation was present in 51% of the fatal accidents. The pedestrian is also a major problem since it was found that ten of the twelve adult pedestrian victims had been drinking. The following summary gives a more detailed picture of the alcohol factor in fatal accidents.

**SUMMARY OF THE ALCOHOL FACTOR
IN FATAL ACCIDENTS
STATE OF DELAWARE (EXCLUDING WILMINGTON)
1956**

Total Number of Fatal Accidents	75
Number of Accidents Involving a Drinking Driver	38
Percent of Accidents Involving a Drinking Driver	51%
Number of Drivers Involved in Fatal Accidents	111
Number of Drinking Drivers Involved in Fatal Accidents	40
Percent of Drivers Who Had Been Drinking	36%
Number of Pedestrian Fatal Accidents	17
Number of Pedestrian Fatalities	17
Number of Drinking Pedestrians	10
(Seven Non-Drinkers Included Five Children)	
Percent of Adult Pedestrians Who Had Been Drinking	83%
Total Number of Fatal Accidents	75
Number of Accidents Involving Drinking Drivers or Drinking Pedestrians	44
Percent of Accidents Involving Drinking Drivers or Drinking Pedestrians	59%
Total Number of Drivers and Pedestrians	128
Total Number of Drinking Drivers and Drinking Pedestrians	50
Percent of Drivers and Pedestrians Who Had Been Drinking	39%

Degree of Intoxication (% of Blood Alcohol by Weight)
Trace

.019%	.139%	.190%	.205%
.019%	.150%	.191%	.212%
	.161%	.194%	.214%
.072%	.165%	.196%	.232%
.082%	.166%	.196%	.247%
.085% (delayed)	.166%	.199%	.267%
.101%	.167% (delayed)	.199%	
.119%	.181%	.200%	
.122%	.183%	.201%	
.128%	.189%	.202%	

Four operators had been drinking but no test was given

1. One refused test
2. One critically injured
3. One apprehended five hours later; had also been drinking in the meantime
4. One under the influence—no test given

Sixty-two percent of the drinking drivers were at .15% or above

Pedestrians:

.027%	.190%
.097%	.231%
.159%	.232%
.168%	.266%
	.310%

One pedestrian had been drinking—no test was given due to injuries (delayed death)

Seventy percent of the drinking pedestrians were at .15% or above.

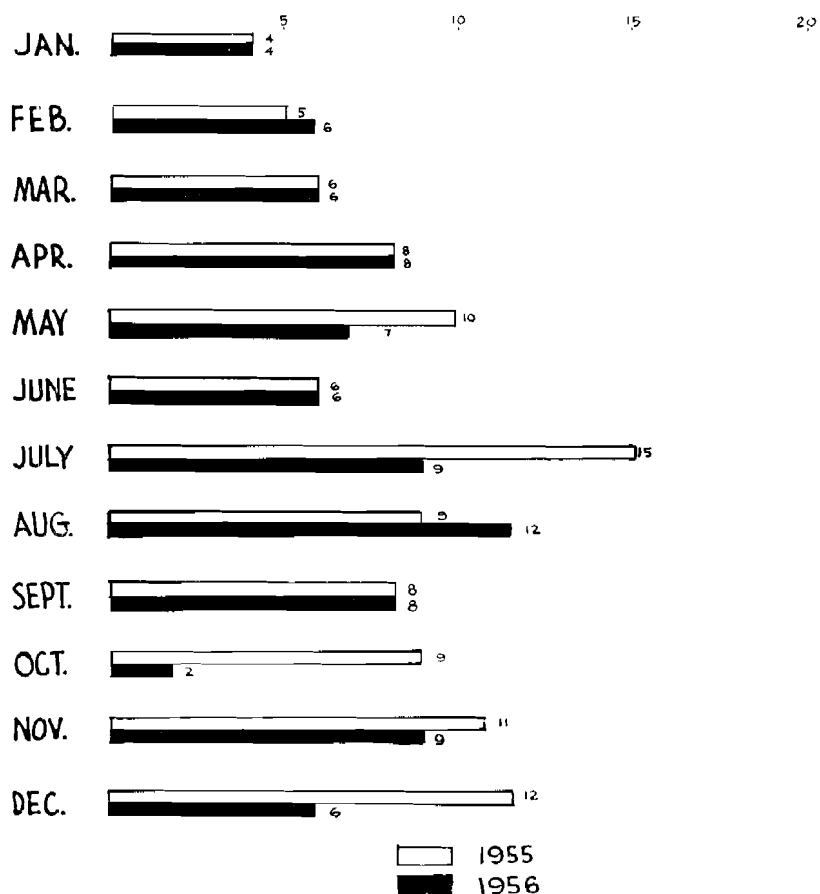


Result of Drinking and Driving.

DELAWARE STATE POLICE

TRAFFIC DEATHS BY MONTH

1955 - 1956



Comparison of Motor Vehicle Deaths 1955 - 1956.

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SAFETY EDUCATION

One of the important factors of a well balanced traffic program is Safety Education. In general, State and Municipal Police organizations have realized that it is as important to keep the public informed as are other police activities. Similarly, the Delaware State Police engage in a complete Safety Education Program.

Fortunately, the majority of drivers know what is expected of them and drive accordingly; they keep abreast of new laws regulating the operation of motor vehicles and practice good safe driving habits and procedures. It is well known that the success or failure of any program depends largely upon public acceptance. It is vitally important to know that what is being done is necessary and that it is based on sound knowledge of the problem. They must know the need for and the intent of a strict enforcement program. Public information programs, developed and initiated by the Delaware State Police on pertinent life saving traffic enforcement and accident information, was presented to hundreds of Delaware residents. With its abundance of accident facts and professional analyses of both accident and enforcement statistics made available to our speakers service, and news media, the public was constantly reminded of the need for our Safety Program. Special information programs were developed and produced by the Department throughout 1956. Special broadcasts and specific programs designated to cover major holidays were likewise conducted by the Department. A member of the Department assigned to the Driver Improvement Division conducted special programs in many of the student driver training classes in our high schools. A strong information program in reference to the use of radar and chemical testing for intoxicated driving was conducted, informing the public on the use of these two enforcement aids.

The State Police engaged in a full program of cooperation with safety programs including bicycle and truck rodeos, the Delaware Safety Council and the Governor's Highway Safety Committee.

It is generally conceded that the majority of people, when once informed of the problem, will give full cooper-

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ation. In planning such a program a determined effort is made not to overlook a single segment of the population. Every medium of public information is employed to the best possible advantage.

During 1956 the State Police Safety Education Division conducted one hundred and fifty-two (152) safety meetings in industrial plants, schools, churches, civic and fraternal organizations. In addition, traffic safety was also featured in many radio programs. Road conditions, as furnished by the State Police during the peak travel hours, were broadcast for the benefit of the traveling motorist. Many of the latest traffic safety films were shown throughout the State.

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CRIMINAL DIVISION

The following is the Seventeenth Annual Report of the Bureau of Criminal Investigation and Identification covering the calendar year, January 1, 1956 to December 31, 1956.

Crime in rural Delaware increased 8.9% over the 1955 figure. A total of 8,970 cases were investigated by the State Police of which 7,746 or 86.5% were cleared either by arrest or investigation.

In comparison of percent of cases cleared by this Department with those of other Departments, the Delaware State Police continues to be far above the national average.

We of the Delaware State Police attribute the success of the Criminal Division to the loyalty and training of our officers and the ability to do their job well.

MURDER

There has been an increase in Murder Cases for the year 1956 in comparison with the preceding year. During the year 1956 in rural Delaware there were seventeen (17) cases reported as compared to five (5) for the preceding year. Of the seventeen (17) cases reported, sixteen (16) cases were cleared. The case outstanding and not cleared is the Alberta Cousins case which occurred in Valley Garden Park. This case is still under investigation as we go to press.

RAPE

Rape cases for the year 1956 remained the same as the preceding year, 1955, there having been thirteen (13) cases reported, all of which were cleared.

ROBBERY

There was quite an increase in Robbery cases during the year 1956 as compared to that of 1955.

There were twenty-six (26) cases reported in 1956 as compared to eighteen (18) for the year 1955. Of the twenty-six (26) cases reported in 1956, nineteen (19) cases were cleared.

AGGRAVATED ASSAULT

There was a sizeable decrease in Aggravated Assault cases for the year 1956 as compared to the year 1955, there having been twenty-two (22) cases reported in 1956 as compared to thirty-four (34) for the year 1955.

Of the twenty-two (22) cases reported in 1956, twenty (20) cases were cleared.

BURGLARY

There was a slight decrease in Burglary cases for the year 1956 as compared with the year 1955, there having been five hundred forty-six (546) cases reported in 1956 and five hundred ninety-eight (598) cases reported in 1955. Of the five hundred forty-six (546) cases reported in 1956, we were able to clear two hundred thirty-four (234) cases.

AUTO THEFT

Auto Thefts increased 4.3%. One hundred twenty-one (121) Auto Thefts were reported for the year 1956 as compared to one hundred sixteen (116) cars recovered of the one hundred twenty-one (121) stolen, and as this report goes to press there have been three additional cars recovered.

Comparing the over-all picture of all criminal cases reported for 1956 with those reported for 1955, we find that in 1956 a total of 8,970 cases were reported and of this number, 7,756 or 86.5% were cleared. In 1955 we had a total of 8,055 of which 7,987 were cleared.

Increase in cases reported in 1956 as compared to 1955 is 915 cases.

Crime in rural Delaware has been increasing steadily within the last five years. The main portion of this increase of course has been due to increasing population and new or expanding industry in the rural areas.

The Criminal Division has tried to expand its personnel and an effort has been made to cope with the increasing population.

The Criminal Division has, in the last year in New Castle County, instituted a 10:00 P.M. to 6:00 A.M. shift consisting of a detective and a uniformed trooper working together taking care of all criminal complaints during this period. This shift was started on a trial basis and has

worked out so well we intend to expand it as personnel increases.

Shortly after this shift was put into operation, several persons were apprehended either in the act of burglarizing a place of business, or shortly thereafter, while fleeing from a burglary and, as a result, this Department was able to clear up numerous cases that had been previously reported as unsolved.

The operation of this two-man shift serves two purposes: it not only allows a concentration of manpower on criminal activity but also permits other uniform troopers to be available for patrolling the highways, taking care of accidents without having to answer petty or serious criminal complaints.

We sincerely believe this is a step forward in both the criminal and traffic fields.

In reference to the increase in crime over the last five years, the following yearly figures will show not only an increase but a high increase in cases solved.

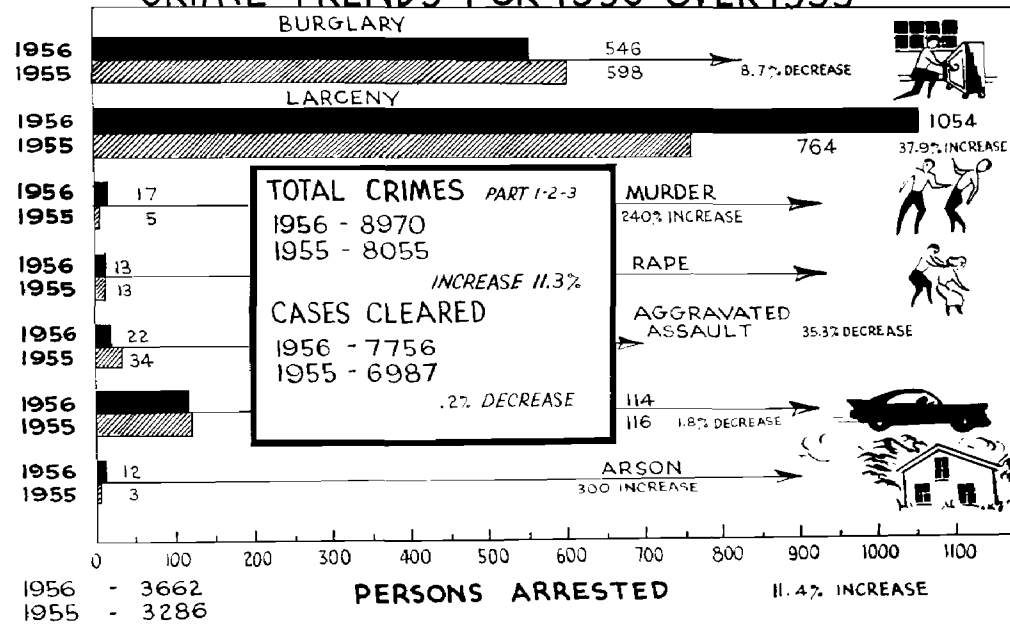
	Total Cases	Cases Cleared	Persons Arrested
1950	4380	3210—73.2%	2038
1951	5167	4244—82.1%	1991
1952	5696	4744—83.2%	2645
1953	6224	5201—83.5%	2761
1954 ...	6369	5425—85.1%	2829
1955	8055	6987—86.7%	3286
1956	8970	7756—86.5%	3707

As you will note by the above figures, although crime has increased the percentage of cases cleared and persons arrested has increased steadily over the above five-year period.

DELAWARE STATE POLICE COMPARISON OF RURAL DELAWARE

PART I CRIMES

CRIME TRENDS FOR 1956 OVER 1955



CRIMINAL STATISTICS FOR THE YEAR 1956

Class 1	16.2%	Increase
Class 2	12.3%	Decrease
Class 3	13.4%	Increase

CASES CLEARED

	Class 1	Class 2	Class 3	Average
1955	708	665	5614	95.5%
1956	829	584	6343	86.4%

VALUE PROPERTY STOLEN AND RECOVERED

	1955	1956
Total value of property stolen	\$102,492.44	\$131,952.00
Total value of property recovered	66,288.80	59,339.00
(a) Recovered (D.S.P.)	78,290.00	139,965.00
(b) Recovered (Other Jurisdictions)	29,235.00	25,845.00
(c) Recovered Otherwise	1,550.00	1,450.00
Percent of stolen property recovered	64.6%	44.9%
Value of property recovered for other jurisdictions	60,960.00	175,638.00
Total value of property recovered by D.S.P.	210,423.80	240,177.00

OFFENSES COMMITTED BY JUVENILES AND MINORS

	1955	1956
Adultery	0	0
Arson	0	1
Assault	8	3
Assault and Battery	20	17
Assault w/i Rape	0	0
Bastardy	0	0
B & E—L	140	145
C.C.D.W.	4	7
Discharging Firearms	0	1
Disorderly Conduct	29	10
Disturbing the Peace	9	0

Drunk and Disorderly	3	1
Escapee ..	20	2
False Pretense	0	0
Federal ..	16	8
Forgery	4	10
Fugitive	33	10
Gambling ..	1	1
Indecent Exposure	0	0
Incorrigible	2	0
Larceny	133	232
Larceny Motor Vehicle	32	14
Liquor Laws	0	0
Murder	0	2
Malicious Mischief	31	47
Material Witness	6	0
Miscellaneous	34	18
Non-support ..	0	0
Parole Violator	0	0
Rape	0	1
Receiving Stolen Goods	1	10
Robbery	7	9
Runaways	36	48
Threats	1	1
Toying Female Minor	3	0
Trespassing	16	5
Vagrancy ..	3	1
Violation Age Consent	4	0
Sodomy	0	11
Other Sex Offenses ..	2	4
Worthless Checks ..	0	2
TOTALS ..	598	621

BURGLARY

This offense decreased 8.7% over 1955, with 546 cases being reported, as compared to 598 in 1955. A total of 234 of the cases were cleared through investigation or arrest.

1955		1956	
Cases	598	Cases	546
Cleared	258	Cleared	234

BY TROOP

Troop	1	2	3	4	5	Totals
Number of Cases	136	260	45	72	33	546
Number cleared	41	129	15	31	18	234
Percentage cleared	30.1%	49.6%	33.3%	43.0%	54.5%	42.8%

DELAWARE STATE POLICE

CRIMINAL STATISTICS

	1956	1955	1956	1955	1956	1955	1956	1955
PART I CLASSES								
1. Criminal homicide:								
(a) Murder and nonnegligent manslaughter	17	5	16	5			17	4
(b) Manslaughter by negligence	2	1	1	1	1	1	1	1
4. Rape	13	13	7	5	6	7	8	4
3. Robbery	27	18	15	7	4	5	22	16
4. Aggravated assault	22	34	19	31	1	2	24	33
5. Burglary—breaking and/or entering	546	598	222	242	12	16	452	457
6. Larceny— theft (except auto theft):								
(a) \$100 and over in value	146	158	25	40	33	14	27	67
(b) Under \$100 in value	908	608	351	207	58	63	596	425
7. Auto theft	114	116	34	42	16	18	51	78
Arson	12	3	7	2	1		9	8
Total, Part I Classes	1807	1554	697	582	132	126	1207	1093
PART II CLASSES								
8. Forgery and counterfeiting	101	39	58	25	2	4	74	32
9. Embezzlement and fraud	127	82	89	65	2	2	112	97
10. Stolen property—buying, receiving, possessing	31	5	30	5			54	12
11. Prostitution and commercialized vice	42		43				47	
12. Sex offenses (except 2 and 11)	78	60	55	45	22	5	64	54
13. Federal Violations	52	27	23	21	16	5	40	18
14. Fugitives	286	604	173	211	71	277	193	252
Total, Part II Classes	717	817	471	372	113	293	584	465
PART III CLASSES								
15. Other assaults	526	553	353	347	177	209	380	353
16. Weapons—carrying, possessing, etc.	49	36	49	35			50	40
17. Offenses against the family and children	119	82	29	18	87	64	29	20
18. Narcotic drug laws				1				
19. Liquor laws	37	14	37	13	2	1	44	38
20. Drunkenness	171	207	139	170	34	37	144	173
21. Disorderly conduct	544	627	354	322	170	304	379	318
22. Vagrancy	78	61	79	61			94	63
23. Gambling	44	37	70	36	3	1	74	113
24. Missing persons and run-aways	413	272	45	48	276	216	63	58
25. Insanity cases handled	30	15	25	3	18	12	10	3
26. Suicide cases investigated	63	35		1	59	34		
27. Sudden deaths investigated	96	83			92	83		
28. Noncriminal complaints investigated	93	3	6	1	88	2	5	
29. All other offenses not listed	4183	3659	684	610	3467	2985	644	549
Total, Part III Classes	6446	5684	1870	1666	4473	3948	1916	1728
GRAND TOTAL	8970	8055	3038	2620	4718	4367	3662	3286

LARCENY

Larceny increased 37.9% during 1956, with 44.3% of the cases being cleared.

1955		1956	
Cases	766	Cases	1054
Cleared	42.2%	Cleared	46.7%

BY TROOP

Troop	1	2	3	4	5	Totals
Number of cases	252	487	70	163	82	1054
Number of cases cleared	97	224	39	60	47	467
Percentage cleared	38.4%	45.9%	55.7%	36.8%	57.3%	44.3%

RELEASED TO OTHER AUTHORITIES — 1956

Armed Forces	11
Ferris School	21
Woodshaven School	7
Kruse School	0
Governor Bacon	2
State Hospital	10
F.B.I. or Federal	7
Other Police Departments	121
Parents	47

AUTO THEFTS AND RECOVERIES

	1955	1956
Number of car thefts		
Rural Delaware	110	121
Total Recovered (Item 1)	105	116
(a) Recovered (State Police)	77	103
(b) Recovered (Other Jurisdictions)	26	11
(c) Recovered Otherwise	2	2
Percent of stolen cars recovered		
Rural Delaware	96.1	95.8
Automobiles recovered for other Jurisdictions	65	40
Automobiles recovered for Wilmington Police Department	25	40
Total cars recovered by Delaware State Police	25	143

AUTO THEFTS BY TROOP

1956

Troop	1	2	3	4	5	Total
Thefts	25	67	9	9	11	121
Recovered (S.P.)	19	55	9	9	0	103
Recovered (Other Jurisdictions)	5	5	0	0	1	11
Recovered Otherwise	0	2	0	0	0	2
Recovered for Wilmington P. D.	8	28	3	1	0	40
Recovered for Other Jurisdictions	5	26	1	4	4	40
Cars Remaining Stolen	1	4	0	0	0	5

HOMICIDE INVESTIGATION

1956

Troop	Cases Cleared		Arrests
Troop #1	1	0	0
Troop #2	6	6	6
Troop #3	1	1	1
Troop #4	6	6	7
Troop #5	3	3	3
TOTALS	19	18	17

NIGHT PATROLS

1956

Troop	Number
#1	59,050
#2	25,690
#3	9,758
#4	8,759
#5	11,781
TOTAL	115,038

Murder	1956 — 17	
	1955 — 5	Increase 240%
Rape	1956 — 13	
	1955 — 13	
Agg. Assault	1956 — 22	
	1955 — 34	Decrease 35.3%
Burglary	1956 — 546	
	1955 — 598	Decrease 8.7%
Larceny	1956 — 1054	
	1955 — 764	Increase 37.9%
Auto Theft	1956 — 114	
	1955 — 116	Decrease 1.8%
Arson	1956 — 12	
	1955 — 3	Increase 300%

TOTAL CRIMES

Part 1-2-3

1956 — 8970	
1955 — 8055	Increase 11.3%

CASES CLEARED

1956 — 7756	86.6%
1955 — 6987	86.8% 11.0%

PERSONS ARRESTED

1956 — 3662	
1955 — 3286	11.4%

ANNUAL REPORT

1956

BUREAU OF IDENTIFICATION

The Bureau of Identification experienced an increase of fingerprints received during the year 1956 of 61.5% over the preceding year of 1955. A total of 6,235 fingerprint cards were received in 1956 compared to 3,859 received in 1955. The increase is attributed mainly to the transformation of the previous county controlled prison system to the newly formed State Board of Corrections which took over active control of the prisons in the State of Delaware on July 1, 1956. Prior to July 1, 1956, the Bureau was not receiving fingerprints of individuals admitted and confined to the prison in Kent County. Another factor contributing to the increase in fingerprints received during the year 1956 was the action taken by the General Assembly in 1955 to increase the personnel of the Delaware State Police from 120 officers to 180 officers; the increase in manpower bringing about a more expanded program of law enforcement which resulted in more arrests being made and therefore more persons fingerprinted.

Photographic service performed in the photographic laboratory of the Bureau also experienced a remarkable increase in work performed, an increase of 45.4% during 1956 as compared with the year 1955. During the year 1956 adjustable steel tripods were purchased and distributed to each of the Troops. This additional equipment has proven an asset to the criminal investigators as a more thorough photographic record is made possible of a crime scene, particularly in cases where the speed of the cameras must be slowed to such an extent that to take such photographs without a tripod would be extremely difficult if not almost impossible. In 1955 mugging standards and lights were purchased for experimental use at one of the Troops, and in 1956 additional equipment was purchased and distributed to the remaining Troops so that now each Troop is equipped to photograph arrested persons, particularly those arrested for more serious offenses.

On July 31, 1956 a colored male was arrested by officers from Troop #3 on a charge of trespassing, tried and found guilty. Being unable to pay the fine imposed, he was committed to prison for five days. In stating his identity the subject

used an alias and upon making a subsequent search of his fingerprints, his true identity was revealed and found to be an escapee from a prison in Florida, having escaped therefrom on July 9, 1956.

On October 3, 1956 positive identification was made of an unknown colored male who was found dead in a junked automobile in an auto salvage yard in south Wilmington. A previous record of the victim's fingerprints had been in the Bureau file for a number of years.

On October 21, 1956 the body of an unknown white male was found along the beach northeast of Frederica by a duck hunter. The body was decomposed to such an extent that visual identification would have been impossible. One of the victim's hands was removed by the State Medical Examiner and submitted for fingerprint examination. Although there was some information available as to the identity of the deceased, examination and comparison of the victim's fingerprints with those on file in the Bureau, made the identification positive. The victim had drowned while on a fishing trip off Fortescue, New Jersey on October 6, 1956.

IDENTIFICATION REPORT FOR THE YEAR OF 1956

1. Applicants:	157
2. Personal identification fingerprint cards received:	15
3. Wanted circulars received:	1076
4. Wanted circulars cancelled:	1076
5. Criminal fingerprint cards and their contributors:	
Troop #1	202 Penn. Ath. Comm. 1
Troop #2	908 Kent Co. Co. 1 985
Troop #3	550 N.C.C.C.I. 1181
Troop #4	553 Sussex Co. Pr. 651
Troop #5	302 Dover P. D. 484
Bridgeville P. D.	1 Newark P. D. 53
Philadelphia P. D.	2 Del. Mem. Bridge 163
Baltimore P. D.	1 Smyrna P. D. 12
Sheriff's Office	Milford P. D. 175
Georgetown	1 Harrington, P. D. 3
County Police	7
TOTAL: 6235	

6. Criminal fingerprints by race and sex:

White Male	3132	
Black Male	2641	
White Female	176	
Black Female	276	
	TOTAL:	6235

7. Palm fingerprint cards received: 58

8. Previous arrest: 2565

9. Indices checked for other
investigating agencies: 3162
With record: 431

10. Photographic Service:

Department Name	Negatives Developed	Photos Printed	Photostatic Copies Printed
Headquarters	743	960	907
Troop #1	147	75	3
Troop #2	526	468	17
Troop #3	115	116	—
Troop #4	261	149	12
Troop #5	217	115	—
TOTALS:	2009	1883	939
		PHOTOS:	3892
		TOTAL:	4831

11. Rogues Gallery:

White Race	1111	
Colored Race	1128	
	TOTAL:	2239

12. Firearm Registration:

Revolvers and Pistols	187	
Shotguns	11	
Rifles	18	
	TOTAL:	216

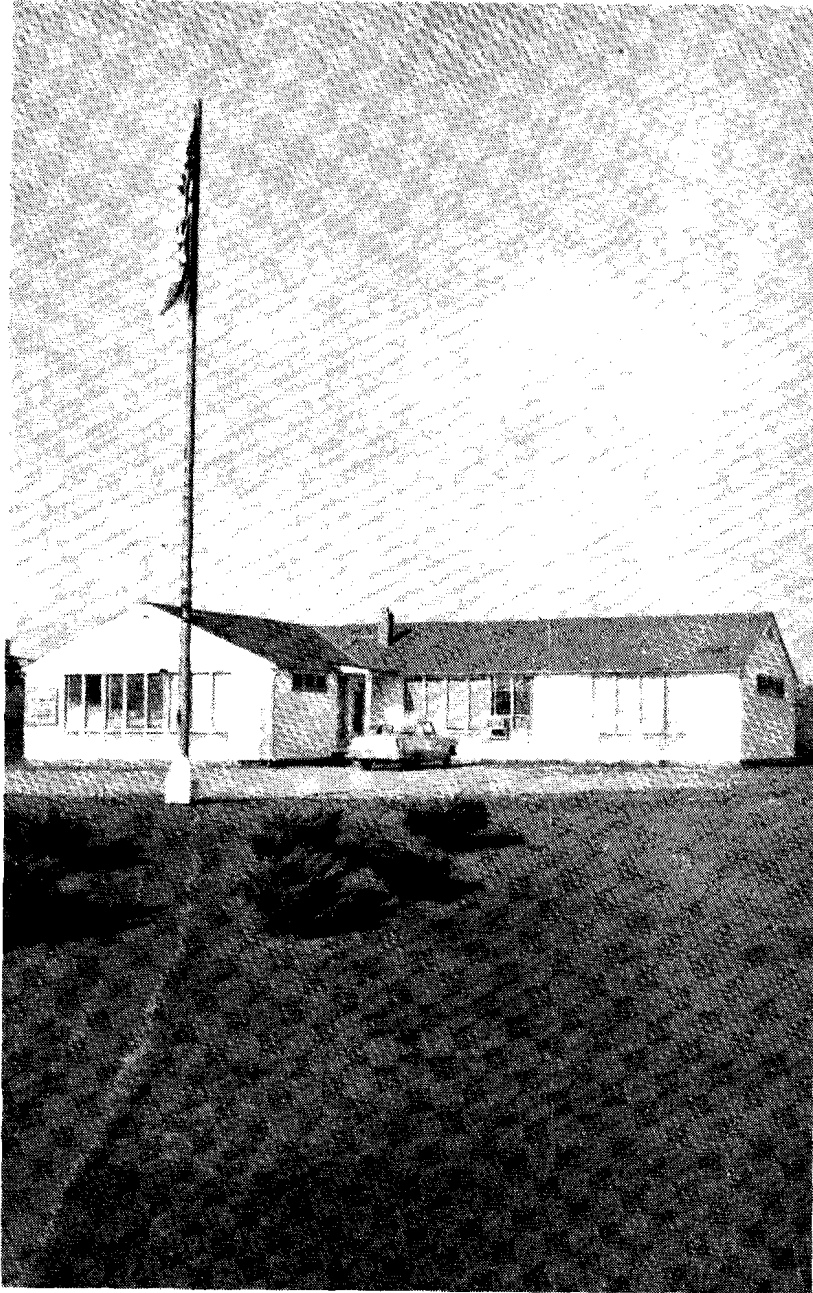
13. Stolen Firearms: —

**TOTAL IDENTIFICATION DATA ON FILE
AS OF DECEMBER 31, 1956**

	1955	1956
14. Criminal Fingerprints:	70768	76993
15. Criminals with Previous Records:	32115	34680
16. Personal Identification Fingerprints and Applicants:	16272	16444
17. Firearms Registered:	3904	4120
18. Rogues Gallery:	21549	Total 23788
White Race	11930	13041
Colored Race	9619	10747

COMPARISON OF 1955 AND 1956

	1955	1956
1. Applicants:	5	157
2. Personal Identification Fingerprints Received:	3	15
3. Wanted Circulars Received:	1002	1076
4. Wanted Circulars Cancelled:	1238	1076
5. Criminal Fingerprints:	3589	6225
6. Previous Arrests:	1259	2565
7. Indices Checked for Other Agencies:	3587	3593
8. Photographic Service:	3322	4831
9. Rogues Gallery:	1071	2239
10. Firearms Registered:	303	216
11. Stolen Firearms:	15	—



Delaware State Police Training Academy Located At
Delaware Memorial Bridge.

ANNUAL REPORT

1956

TRAINING DIVISION

For many years there has been a great need for a training academy for the Delaware State Police. In 1956 these plans culminated in the dedication of the Delaware State Police Training Academy located at the Delaware Memorial Bridge.

The building, which was the field office of the bridge engineers, reverted to the State Highway Department upon completion of the Delaware Memorial Bridge and was then made available to the State Police for use as a training academy. The physical facilities consist of a one-story building facing the Delaware River and the Pistol Range which is about one hundred yards in front of the building. The academy has a classroom seating fifty, two dormitories with sleeping accommodations for twenty-four (24), a combined kitchen and dining room, a large office and sleeping quarters for the training staff.

This year was the first time that State Police recruits were barracked and fed in this manner. As the Legislature had authorized the expansion of the State Police to one hundred and eighty (180) men, there was a need for forty-six (46) men to replace men retiring during 1956 and to bring the complement up to the authorized strength. The first class of sixteen (16) Delaware State Police and four (4) Delaware Memorial Bridge Police was started in January and finished in May. The second class consisted of sixteen (16) State Police commencing in June and graduated in September. These two schools brought the State Police manpower up to one hundred sixty-three (163) officers. Examinations were held to select seventeen (17) more officers to begin training early in 1957.

The 15th Annual In-Service Training School was conducted in four (4) one week sessions, with one-fourth of the total State Police attending each session. This training was carried out in October and November after the heavy summer traffic season was over. In addition to members of the State Police, the instructional staff included many leaders from other professions closely allied to law enforcement, who contributed greatly to the success of the In-Service Training School. Those from other fields of endeavor who

participated were Elwood Wilson, Director Delaware Correctional Institutions and staff; Dr. Charles Katz, Psychiatric Consultant to Delaware State Police; Dr. Searles Grossman, Psychologist Veterans Administration Hospital; Merton A. Berger, Executive Director Mental Health Association of Delaware; William P. Frank, Columnist Morning News; Harvey Smith, Manager of Radio Station WDEL; Colonel D. Preston Lee, Director, and Captain Robert N. Downes, Operational Officer State Department of Civil Defense; Louis Ghecas, Special Agent F. B. I.; Mrs. Hattie Tarburton, Director of Financial Responsibility; and the Honorable Francis Reardon, Judge of Family Court.

Officers who graduated from major advanced police training schools in 1956 were: Chief Investigator George F. Schmalhofer, F. B. I. National Academy; Sergeants John F. Herbert and Wallace P. Townsend, Southern Police Institute at University of Louisville; Sergeant Leo Daney, Northwestern University Traffic Institute; Detective Paul T. Riley, Keeler Polygraph Institute; and Captain C. Preston Poore, Lieutenant Walter E. Sherwin, Sergeant John F. Herbert and Detective Warren Schueler, Harvard Medical School Seminar in Homicide Investigation. In addition, several officers completed extension courses in Psychology and Public Speaking conducted by the University of Delaware.

ANNUAL REPORT

1956

FIREARMS DIVISION

During the year 1956 the Delaware State Police Club had an active membership of 92 members. In May, the club held its first annual two day registered N. R. A. Pistol Match, with 110 contestants participating. The club held its weekly shoots every Thursday evening. The summer program was held on the State Police Range at the Delaware Memorial Bridge. The winter program was held on the indoor range at State Police Headquarters.

The policy of each officer having to qualify every month was continued throughout the year. The winter firearm training program for all the personnel of the Delaware State Police and Memorial Bridge Police was held on the indoor range at Headquarters and the Georgetown National Guard Armory. All the indoor shooting was fired over the Army L. Course.

The summer firearm training program was fired over the Practical Pistol Course, there being an outdoor range in each County.

During the summer months 4,500 rounds of .38 caliber ammunition were used.

Thirty-six recruits received intensive training in the use of machine gun, gas gun, shot gun and revolver; 7,500 rounds of .38 caliber ammunition used, 3,600 rounds of .45 caliber ammunition and 800 shotgun shells used.

During the In-Service Training all personnel received training with the Thompson machine gun, shot gun and gas gun. During the year all of the shotgun and .45 caliber ammunition was replaced with new ammunition. One third of the gas was replaced with a program set up for every year thereafter. Twenty-two hours were used for three other Police Departments for firearm instructions.

In October a tear gas demonstration was given in New Castle and Kent Counties.

There were seven (7) demonstrations on the use of revolver, shotgun and machine gun given for civilian organizations.

Fifty-one (51) revolvers in our Department were repaired because they would not function properly. There were nine (9) revolvers repaired for other police departments.

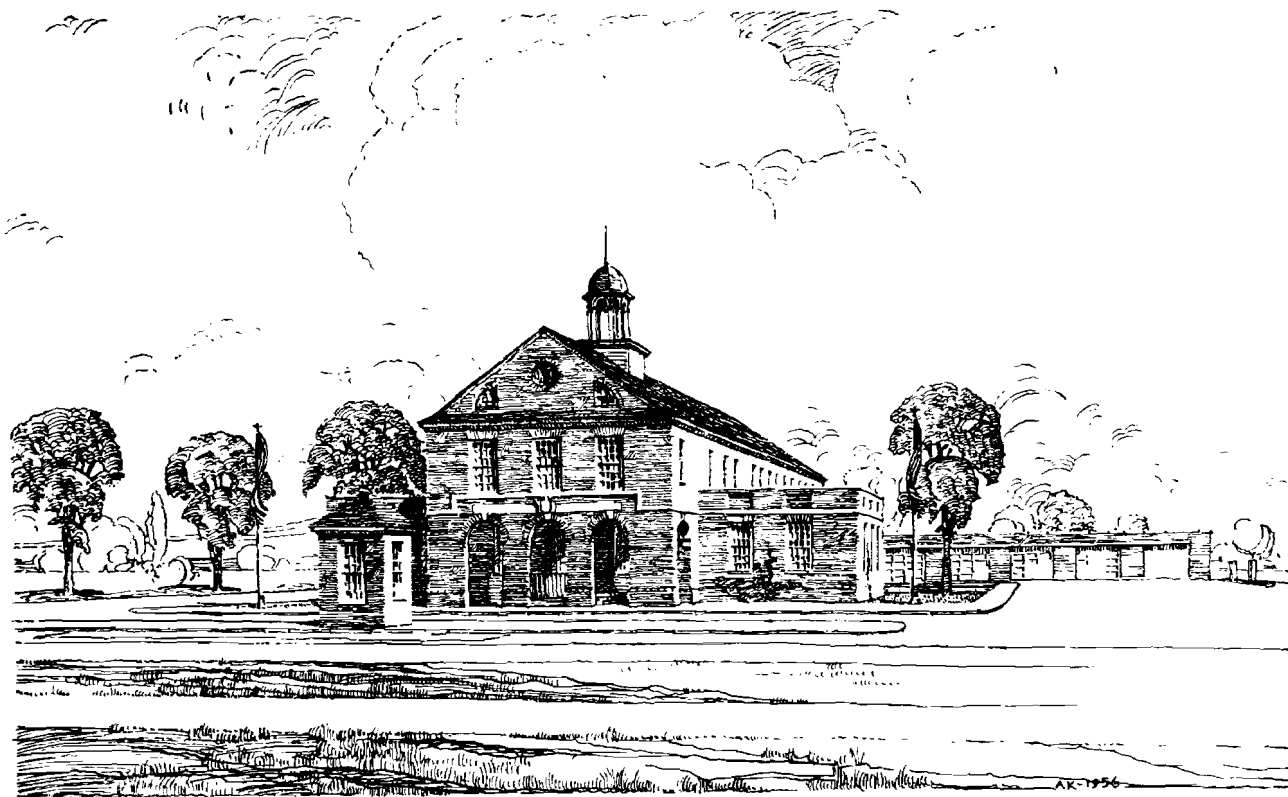
The Director of the Firearms Division spent one month at the Colt factory for instructions on repairing revolvers.

An Inter-troop shoot over the Practical Pistol Course was conducted and won by Troop #2.

The Firearms Division conducted a Hunters Safety Program, one in each County during the month of December.

The State Police Pistol Team attended fourteen (14) of the State pistol matches and won six (6) team trophies. There were nine (9) individual trophies and six (6) medals won.

The Sixth Annual Delaware State Police Pistol match was held in September for two days with over three hundred individual policemen and policewomen attending from the various States.



Architectural Drawing of State Police Headquarters and Troop #3.

ANNUAL REPORT

1956

FINANCE AND SUPPLY

The title of the Supply Division was changed to "Division of Finance, Procurement and Disbursement" in May of 1956, with the Officer in Charge being given additional responsibilities and duties. With the addition of thirty-six (36) men, increasing the strength of the State Police force to one hundred and eighty (180), the work load of this Division has increased in proportion. The addition of more personnel necessarily required the acquisition of more patrol cars, uniforms, guns, leather goods, office supplies and printed forms.

Electric typewriters were purchased for the stenographers at each Troop in the interests of efficiency and morale.

Quarterly inspections were held in March, June, September and December with the purpose of seeing that Departmental buildings are kept in good repair and to see that proper care is being taken of vehicles and personal equipment.

Contracts were let August 15 for construction of a new Headquarters and Troop #3 building approximately one-quarter mile north of the present Troop #3 building. The building should be completed and ready for occupancy by late 1957. It is planned for the personnel of Troop #2, State Road, to occupy the present Headquarters building when Headquarters' personnel moves to the new building at Dover.

The new garage at the rear of the Headquarters building will have adequate space and facilities for the mechanics to repair, service and wash Departmental vehicles for housing the State Communications Division technicians and for housing the Firearms Division. The Firearms Division, in addition to having office space for the director and for reloading ammunition will have a modern 25 yard indoor pistol range. In addition, there will be office space for the Chief Mechanic and adequate space for parts storage.

A Deceptograph (lie detector) was purchased for use in Kent and Sussex Counties. This was done to give more adequate coverage since it was impractical for the operators of the lie detector at Headquarters to efficiently cover the entire State.

During the calendar year twenty (20) cars were traded in for new models. Following is the cost of operation breakdown for Departmental vehicles:

Total vehicles in operation during year	92
Cost of replacement parts	\$ 9,133.30
Cost of tires and tubes	10,035.94
Cost of gasoline	46,251.93
Cost of oil and grease	1,431.29
Mechanics' salaries	22,932.85

TOTAL COST OF OPERATION	\$89,885.31
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Total mileage	2,811,351
Gallons of gasoline used	225,820
Gallons of oil used	2,228
Miles per gallon of gasoline	12
Cost of operation per mile032
Cost of operation per car (average) ..	977.01